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13 January 1967

MEMORANDUM FOR: Director of Special Activities

SUBJECT: OXCART Concept of Operations  
For CY 1967

1. Recommendations for the approval of the Director of Special Activities are contained in paragraph 10 below.

2. The Headquarters OXCART Configuration Control Board was convened 12 January 1967, and briefed in detail on the proposed OXCART operational concept for CY 1967, contained in Paras 3 thru 9 below.

3. MISSION/POSTURE:

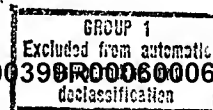
a. 1 January 1967 to 1 July 1967: Maintain world-wide capability to conduct aerial reconnaissance of denied areas from a prepared overseas location and simultaneously from [ ] Readiness posture to include maintenance of 15-day QRC for Black Shield and 7-day QRC for Skylark.

b. 1 July 1967 to 31 December 1967: Maintain world-wide capability to conduct aerial reconnaissance from either a prepared overseas location or from [ ] but not simultaneously. Readiness posture to include maintenance of QRC capability for either Black Shield or Skylark.



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4. AIRCRAFT REQUIREMENT:

- a. 1 January 1967 to 1 July 1967: 6 aircraft in OR configuration.
- b. 1 July 1967 to 31 December 1967: 5 aircraft in OR configuration.
- c. TA-12 trainer aircraft should be retained until late CY 1967.

5. AIRCRAFT STANDARD OPERATIONAL READY CONFIGURATION (SORC):

## a. Installed equipment:

- (1) INS
- (2) SC & DM Recorder
- (3)  Communications/Rendezvous System

(4) TACAN to include addition of DF capability. (DF capability in addition to the present DME capability is considered a flight safety item essential for aircraft rendezvous. ETOR: 1 June 1967)

- (5) SSB/HF
- (6) SIF
- (7) Voice Recorder


## b. Provisions for accepting:

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(2) SIP

(3) Type I

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- 25X1 (5) 
- (6)
- (7)
- (8) Map Destruct System
- (9) Film Strip Destruct System
- (10) Voice Recorder Destruct System
- (11) Refueling Beacon

6. PILOT REQUIREMENT:

a. Minimum of 5 OR pilots required throughout CY 1967.

25X1b. Pilots  to complete training to OR status.

7. SENSOR REQUIREMENT:

Maintenance of the entire Type I inventory is considered adequate to support the mission (one Type 1A, one Type 1B, and five Type 1C). Completion of Type 1C validation should be realized by 1 April 1967. Type 1A and 1B systems will not be sent to Iran but retained "as is" in the operational inventory.

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[REDACTED]

e. SIP: Maintain adequate inventory.

9. AIRCRAFT PHASE-OUT:

a. 121, 122 and 134: Phase-out as early as practical before 1 July 1967. 122 to be returned to flying status prior to phase-out.

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b. 131: Phase-out as soon as practical after 1 July 1967.  
This is the [REDACTED] aircraft.

c. 124: Phase-out in late Cy 1967.

d. 127, 128, 129, 130, 132: Phase-out during period 1 January 1968 to 31 March 1968.

10. CCB OUTSTANDING ITEMS:

The above concept and requirements were critically reviewed and concurred in by the Headquarters CCB members. The disposition of surplus assets and outstanding CCB items were also critically reviewed. The following is recommended:

a. Continue action:

(1) Annunciator Panel Modification: (Allows all SAS channel failures and other redundant aircraft systems to appear on the annunciator panel and master caution on an independent basis.)

(2) Type I Camera Climatic Environmental Testing at Kadena: (Equipment testing now in progress.)

(3) [REDACTED]  
not required and is potential hydraulic and transmission problem area.)

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(4) SIP Modification: (Product improvement--laboratory testing toward increasing capability.)

b. Terminate action:

(1) Type II Camera System: (Phase-out by 1 April 1967.)

(2) Type IV Camera System: (Discontinue testing and phase-out.)

(3) [REDACTED] (Discontinue testing and phase-out.)

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(4) [REDACTED] (Discontinue testing and phase-out.)

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(5) 618 HF SSB with Manual and Pre-set Tuning Capability: (Equipment capability improvement.)

(6) 718T HF SSB: (Follow-on equipment change.)

(7) Hot Fluxgate Compass: (Follow-on equipment change.)

(8) 490T Tuner: (Follow-on equipment change.)

25X1 (9) New [REDACTED] (Follow-on equipment change.)

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[REDACTED]

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(11) Insertion Type INS: (Follow-on equipment change.)

(12) Relocation of [REDACTED] (Instrument access improvement.)

(13) [REDACTED] Remote Control Unit: (Improved control unit.)

(14) VLF System: (Follow-on equipment addition.)

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(15) System 17B: (Follow-on [REDACTED])

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(16) [REDACTED] (Auxiliary system for System 17B.)

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(17) [REDACTED] Testing: (No operational requirement for further testing in Aircraft 122. Accordingly, proposed testing of [REDACTED])

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25X1 c. Deferral to [REDACTED] Commander for his recommendation regarding continuation or termination:

(1) Sensitive Ball and Race Evaluation: (Improved yaw indicator.)

(2) Cockpit Panel Modification: (Equipment improvement.)

(3) Modification of 330 INS to drive HSI in new cockpit panel: (Equipment improvement in support of (2) above.)

(4) Tri-prism lens for viewfinder: (Equipment improvement.)

(5) EGT auto-trimmer: (Improved engine instrument.)

(6) Mach trim Schedule Change: (Performance improvement change.)

(7) Auto-pilot Improvement Program.

11. It is recommended that:

a. Approval be given to the operational concept defined in paras 3 thru 9 above.

b. Approval be given to initiate actions recommended in para 10 above.

c. Appropriate authorities be advised that the operational

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d. Project assets which are not required to support the concept be made available as national assets through appropriate channels.

12. Upon your approval, the following actions are planned:

a. Transmit the operational concept and proposed phase-out actions contained herein to the [ ] Commander for his guidance and comment where appropriate.

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b. Convene the Headquarters and [ ] CCB during week of 23 January 1967, to formulate detailed plans to implement the phase-out.

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[ ]  
WILLIAM E. SHELTON  
Colonel, USAF  
Deputy for Operations, OSA

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